

PRICE, \$2 PER MONTH

Shipping

Steamers.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Zafiro,
Captain Cramo, will be
despatched for the above
Port on **TUESDAY**, the 13th Instant, at
6 p.m.

This Steamer has superior Accommodation
for Passengers.

For Freight or Passage, apply to
SHEWAN & CO.,
General Managers,
Hongkong, November 10, 1894.

**CHINA NAVIGATION COMPANY,
LIMITED.**


FOR SHANGHAI.

The Steamship
Yunging,
Captain Dwyer, will be
despatched on **TUESDAY**

DAY, the 13th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 8, 1894. 179

**FOR SHANGHAI, YOKOHAMA
AND KOBE**


 The Steamship
Capt. MARTIN, will be
despatched as above, on
or about the 10th Instant.

For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.

Hongkong, November 8, 1894. 177

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

**FOR SINGAPORE, PENANG AND
CALCUTTA.**

The Co.'s Steamship
Chelydra,


Captain R. OLM will
 be dispatched as above
WEDNESDAY, the 14th Instant, at Noon
 For Freight or Passage, apply to
JARDINE, MATHESON & Co.
General Managers.
 Hongkong, November 8, 1894.


**AUSTRIAN LLOYD'S STEAM
 NAVIGATION COMPANY,
 UNDER MAIL CONTRACT WITH THE
 AUSTRIAN GOVERNMENT.**

FOR KOBE (DIRECT).


The Co.'s Steamship
Posidon,
 Capt. A. FLEISCH,
 will leave for the above place
 on or about **WEDNESDAY, the 14th Inst.**
 For Freight or Passage, apply to

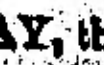
SANDER & Co.,
Agents.
Hongkong, November 7, 1894. 178

**FOR SINGAPORE, SAMARANG-AN
SOURABAYA**

The Steamship
Arday,
 Capt. D. SMITH, will be
despatched as above on
THURSDAY, the 16th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, November 7, 1894. 180


FOR KOBE (DIRECT).

The Steamship


 will be despatched
above on or about FRIDAY, the 18th Instant.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, November 10, 1904. 151

**CHINA NAVIGATION COMPANY,
LIMITED.**

**FOR PORT DARWIN, QUEENSLAND,
PERTH, SYDNEY & MELBOURNE.**

 The Co.'s Steamship
G. RANSA Commanded
will be despatched
above on FRIDAY, 23d Instant, at 8 p.m.
The attention of Passengers is directed

by this Steamer. First-class Saloons are situated forward of the Engine Room. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 8, 1894. 171

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co's Steamship
Company.
Captain LARSEN will

FRIDAY, the first instant.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, November 8, 1884.

TO LET.
 NO. 7, SHANDOW TERRACE.
 NO OFFICES IN YONGWATER BUILDINGS.
 GOODWATER IN KOWLOON, AT THE
 PROFESSOR'S BARBERS.
 No. 5, MOVING GROUND, FURNISHED
 with immediate possession till middle
 April, 1885.
 Apply to
 DAVID SARGENT, SON & CO.
 Hongkong, November 1884.

To-day's Advertisements.

HARMSTON'S GRAND CIRCUS.



ROYAL MENAGERIE

PERFORMING ANIMALS.

TO-NIGHT! TO-NIGHT!!

FIRST GRAND, FULL, AND COMPLETE CHANGE OF PROGRAMME.

N.B.—Unlike other Circus establishments we do not nightly send into our Arena and announce a CHANGE OF PROGRAMME when in reality it is only a transposition of numbers, but, being confident in the resources of our Great Company, we fear not to promise a full and complete CHANGE OF PROGRAMME. THESE ARE FACTS.

WEDNESDAY AFTERNOON.

14th November, GRAND FAMILY MATINEE.

Doors open at 2, to Commence at 3 sharp. Children Half-price to all parts of the Circus.

PRICES OF ADMISSION.—\$12.00 Single Seats in Boxes, 2.00 Dress Circle Seats, 1.50 Stalls, Carpeted Seats, 50 (for Chinese only) 30.

SPECIAL RATES for the ARMY and NAVY. Soldiers and Sailors in uniform will be admitted to the (Stall) Carpeted Seats for 30 cents each.

BOX PLAN at KELLY & WALSH'S, where Seats can be reserved.

ROBERT LOVE, Manager.

S. RICH, General Agent.

Hongkong, November 12, 1894. 1824

A. E. WATSON & CO., LIMITED.

N. In the Matter of the Estate of the late T. M. KIT, late of Victoria, in the Colony of Hongkong, Concoctor, Deceased.

NOTICE is hereby given that the Honourable the ACTING CHIEF JUSTICE, in virtue of Section No. 3 of Ordinance No. 9 of 1870, made an Order limiting to the 31st December, 1894, the time for sending in CLAIMS against the Estate.

All Creditors are required to send in their CLAIMS before the said date to the

C. D. WILKINSON, Solicitor to the Executor, 70, Queen's Road, Hongkong.

1830

In the Matter of TAM KIT, Deceased.

NOTICE is hereby given that as from the 20th day of October, 1894, the INTEREST and RESPONSIBILITY of the late TAM KIT in the SUN SHING SHOP, No. 77 and 79, Wellington Street, CEASED to exist, and that as from that date the Undesignated TAM CHAN SHI became and now is the Sole Person carrying on Business under the said Firm name of SUN SHING.

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WONG CHUK YAU (友竹黃), AND

TAM YUK SHAN (玉譚), Executors.

TAM CHAN SHI (氏陳譚).

1835

GLEN LINE OF STEAM PACKETS.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship Glenartney having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 19th Instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 26th Instant, otherwise they will not be recognized.

Bills of Lading will be counter-signed by JARDINE, MATHESON & CO., Agents.

Hongkong, November 12, 1894. 1822

NORDDEUTSCHER LOYD.

The Co's Steamship Bayern.

Captain W. SOMMERHORN, will be despatched for the above Port on THURSDAY, the 16th Instant, at 5 p.m.

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Hongkong, November 12, 1894. 1823

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FOR LONDON VIA SUEZ CANAL.

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Capt. E. NORMAN, will be despatched as above on or about the 18th Instant, and not as previously notified.

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Hongkong, November 12, 1894. 1772

Dakin, Cruickshank & Co., Ltd.

HAVE JUST RECEIVED A CONSIGNMENT

OF

Hford Dry Plates,

1/1, 10 x 8, 10 x 12,

and are offering the same at

POPULAR PRICES.

Sensitized Albumenized

PAPER,

1/2 pt. in tin.

CHEAP AND RELIABLE.

Dakin, Cruickshank & Co.,

VICTORIA DISPENSARY,

HONGKONG.

1846

SHIPPING.

ARRIVAL.

November 10:—

Glenartney, British steamer, 1,944, James McGregory, Middleboro via London Sept. 25, and Singapore November 1, General JARDINE, MATHESON & Co.

Wadena, American steam-yacht, 246, F. A. Colquhoun, Shanghai November 7, 6.30 p.m., Ballast—CAPTAIN.

November 11:—

Canton, British steamer, 1,110, Theo. H. Sells, Wain November 6, Rice—JARDINE, MATHESON & Co.

Zofra, British steamer, 875, A. W. B. Coburn, Manila November 6, General—JARDINE, MATHESON & Co.

Latia, French gunboat, 450, Lieut.-Com.

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THE SENSATIONAL AFFAIR AT QUARRY BAY.

POLICE COURT PROCEEDINGS TO-DAY.

At the Magistrate's Court this morning Chan Kai Onn, Leung Chee Ip and Wong Chai Lai, seamen, were charged by Inspector Kemp with assaulting, with intent to do grievous bodily harm, within the jurisdiction of China, on the night of Friday, the 9th, Paul Brownmann and three Chinese seamen in the service of the German ship "Hansa".

Paul Brownmann, sworn, said: "I am an officer in the employ of the Chinese Imperial Maritime Customs on board the German launch 'Hansa' which is stationed in Chinese waters at Quarry Bay. On November 9th at 9.30 p.m. I was in a gig in Cheung Kwan O Bay. I was on patrol. I was steering the boat and four Chinese crew were pulling the gig. I was about 200 yards from the shore. I saw a lighted boat in the distance. I was going in the direction of the lighted boat and about 600 yards from the shore. She was a two-masted schooner, low in the water, and had both sails set. She looked to me rather suspicious. I followed her but did not catch her until she was already in the direction of the lighted boat. She was a Chinese boat and she was about 50 yards from the shore. I saw her about 400 yards from the shore. I came up astern and one of my men hooked on with a boat hook. Myself and three of my men went on board and saw papers, her Customs papers, and she had passed a station without reporting. I took her in charge. The station at which she ought to have reported was Fo To Onn. I sent the man who was at the tiller away forward and took charge of the boat. I turned the boat round and saw that she was a German boat. She had then a head wind and I was obliged to tack. I made one tack towards the English side of the Lyceum Road. When I turned her about and went within 20 yards of the Chinese shore, she steered very badly. I thought that one of her own crew could manage her better than I could. I called the steersman back again. He was a man I could identify again but he is not in Court. I went and sat down on the railing on the port quarter. At this time the junk was very close to the Chinese shore and we were just about to round again when several of the junk's crew came aft. They tried to get behind our backs. One of them stood very close behind me. Suddenly this man threw his arms round my body and tried to bear me overboard. At the same time the man who was steering let go the tiller and catching hold of my legs the two men over the side. When I found myself in the water I swam to the gig and climbed in. I then found that my three men had also been thrown into the water. I then swam into the boat, which had been cut adrift, and told them to get ready for pulling. The junk by this time was heading for Hongkong, and the crew, I saw, were on the railing armed with sticks and bamboo and a mallet. I saw that it was their intention to attempt to force me to pull to the Junk. The man who was just opposite Shaukiwan. I knew that one of our launches was lying there. I went on board to get assistance to recapture a Martini Henry rifle that had been taken away from one of our men. The junk was still in Chinese waters sailing for Hongkong. The officer in charge of the launch was Mr. Clarkson and we immediately went in pursuit of the junk. At that time it was about 500 yards ahead, and as we had little steam we only gradually were able to close. We got within 100 yards of the junk before her people noticed us. As soon as they did so they ran for Quarry Bay, and we got up to the junk when about 30 yards from the Sugar Refinery Wharf. There was a lighted boat and the crew of the junk scrambled on over this and got away ashore. When I and some of my men went on board the junk we found that every one had fled. As the junk was bumping up against the lighter and as we did not know where to take her, we went over to the Sugar Refinery Wharf. We anchored the junk there and Mr. Clarkson and I went and reported the occurrence to the police at Shaukiwan. The junk was not a Hongkong junk. She had no number. She had on board about 400 pounds of opium, and was bound for Hongkong. Her papers showed her to come from Cheung Sha near Amoy. The carriage of salt in junks is not permitted without a license from the Salt Commissioner. The superintendent of the carriage of salt does not come under the jurisdiction of the Police Court, but it would have been our duty to pursue the junk even if we had known that she had salt on board, as all junks have to report themselves at the Fo To Station. The crew of the junk appeared to consist of twelve or thirteen men. I can recognize some of them. From the time I first sighted the junk to the time we got up to her at Quarry Bay was about an hour and a half. The night was fine and moonlight. I was slightly hurt on the knee in falling over the side. If I had not been able to swim I should, in probability, have been drowned. One of my men when I pulled him into the boat was on the point of sinking. He had one cut on his head and another on his neck. When I went on the junk for the first time one of my crew was armed with a Martini Henry rifle, loaded with smokeless powder. After we got to Quarry Bay one of the gig's men and one of the launch men went ashore. One was armed with a rifle. I do not know where he got it, and I cannot say which of the two was in possession of it. After this point the further hearing was adjourned until Wednesday morning at 9.30.

Five other members of the crew were charged with being on the premises of the Taikeo Sugar Refinery on the night of the 9th for an unlawful possession of arms. This case was adjourned, without any evidence being taken, until the same time as above.

Baroness Leving's Vancouver, for China, Captain Cavendish was interviewed by a Canadian pressman to whom she said: "Where the Chinese say 'I don't know', I don't know where there is one, but I shall find out when I get there. Yes, there will be some little danger in carrying out our instructions, not only from the enemy's bullets, but from the frost and snow. For the winter in Corea is a very severe one. This is the first time in the most approved weapons of warfare will be employed, and it is on this account that we are deputed to the theatre. The outcome of the war is doubtful and depends upon the way in which the Japanese conduct themselves. It is quite likely that they will win, but if they give China time her sea resources will enable her to come out on top. The Chinese from the north of the empire are giants, six feet high and more, and make excellent soldiers when properly equipped and drilled. If China has the proper weapons and strategy composed of these men who will give Japan not a little trouble.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE SHOOTING.

Owing to untimely wind the shooting was not so good as usual on Saturday, when the Cup was won by Mr. E. C. Shepherd, and the Spoon by Mr. C. Robinson. Major G. E. Moore, and Commander Ashe. The following are the best shots:

Name	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
Mr. E. C. Shepherd	27	21	21	21	21	21	21	21	21	21	210
Mr. C. Robinson	27	21	21	21	21	21	21	21	21	21	210
Mr. G. E. Moore	27	21	21	21	21	21	21	21	21	21	210
Mr. C. Robinson	27	21	21	21	21	21	21	21	21	21	210
Mr. G. E. Moore	27	21	21	21	21	21	21	21	21	21	210
Mr. C. Robinson	27	21	21	21	21	21	21	21	21	21	210
Mr. G. E. Moore	27	21	21	21	21	21	21	21	21	21	210
Mr. C. Robinson	27	21	21	21	21	21	21	21	21	21	210
Mr. G. E. Moore	27	21	21	21	21	21	21	21	21	21	210
Mr. C. Robinson	27	21	21	21	21	21	21	21	21	21	210

ORIOKET.

B. COMPANY 1st & 2nd HONGKONG.

The above match was played on Saturday, and resulted in a victory for the Hongkongers.

Name	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
Sergeant Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210
Pte. Barrow	27	21	21	21	21	21	21	21	21	21	210

HONGKONG ROVERS.

B. COMPANY 1st & 2nd HONGKONG.

Name	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
Mr. Langley	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210

BOWLING MATCH.

ENGLISH CLUB VS. GERMAN CLUB.

This match was played on Friday and Saturday evenings between an eight from the Hongkong Club and a team from the Club Germania. The supremacy of the winning team is marked by the temporary possession of a handsome shield, the trophy becoming the property of the team which wins it three times in succession. In the previous match the Germania defeated the English team, and the competition just decided gives the Club Germania two wins in succession. It was a well-contested game, the English team stood a very good chance of beating the German team; and up to the very last, it was by no means certain who had succeeded in making top score. The game was played on both the German and English sides, four sides on each alley, and it must be admitted the Germans played up well on their opponents' ground as well as on their own. Naturally great interest was felt in the game, as the play was good and the scores kept very even. On the conclusion of the first game the English team had the advantage by 57, but the totals on Saturday night showed that the Germans had recovered their position, and had won the match by only 83 points. At the close of the game the health of both teams was enthusiastically honoured, and pledged at the Club Germania. Mr. Hansch, the highest scorer, was similarly honoured, with shoulder-high accompaniment; and a very pleasant reunion was brought to a close by an international version of "For he's a jolly good fellow." The total score was as follows:

Name	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210
Mr. Brett	27	21	21	21	21	21	21	21	21	21	210

GERMAN CLUB.

B. COMPANY 1st & 2nd HONGKONG.

Name	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210
F. Bittel	27	21	21	21	21	21	21	21	21	21	210

ENGLISH CLUB.

B. COMPANY 1st & 2nd HONGKONG.

Name	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
S. J. Hanisch (Captain)	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210
S. J. Hanisch	27	21	21	21	21	21	21	21	21	21	210

THE CLUB GERMANIA HAVE NOW WON FOUR OUT OF SIX MATCHES, THE FIGURES BEING AS FOLLOWS:

Name	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
Hongkong Club	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943
Club Germania	9,185	8,729	463	10,707	10,618	391	11,112	10,943	169	11,178	10,943

4th match.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

Hongkong Club won by 10,943.

Club Germania won by 11,178.

